

MEMO

DATE: December 14, 2006

TO: Community, Economic & Human Development (CEHD) Committee

FROM: Mark Butala, Program Manager, 213-236-1945, butala@scag.ca.gov

SUBJECT: Report on 15 Subregional Workshops on Integrated Growth Forecast and RHNA

BACKGROUND:

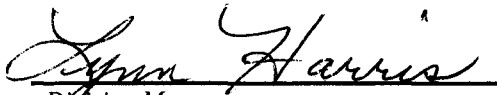
During an intensive two week period, SCAG recently completed 15 Integrated Growth Forecast workshops in each of the SCAG subregions. The workshops garnered participation from approximately 85% of jurisdictions, with planning directors and their staff providing input on the Integrated Growth Forecast being developed for the Regional Transportation Plan (RTP), as well as the Regional Housing Needs Assessment (RHNA). Workshops were structured in two parts: the first centered on gathering input on the forecast as related to the RTP, while the second focused on the RHNA and specifically the 2158 Planning Factors as they pertain to individual jurisdictions. Participants also offered feedback and revisions to the Compass 2% Opportunity Areas identified during the 2004 RTP development workshop period. Staff is in the process of scheduling meetings with individual subregions and local jurisdictions to resolve any issues and concerns related to the Integrated Growth Forecast.

For the Committee's review and information, a more detailed summary of the workshops is attached, including jurisdictions who participated, common themes represented, and the proposed process for handling public input from the sessions.

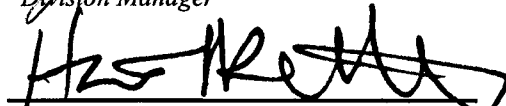
FISCAL IMPACT:

None

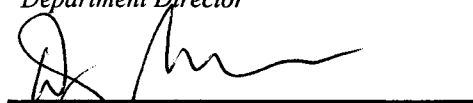
Reviewed by:


Lynn Harris
Division Manager

Reviewed by:


H. R. Roth
Department Director

Reviewed by:


Chief Financial Officer

MEMORANDUM

TO: LYNN HARRIS, SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
FROM: GLEN BOLEN, FREGONESE CALTHORPE ASSOCIATES
SUBJECT: RECAP OF PUBLIC WORKSHOPS REGARDING SCAG'S INTEGRATED REGIONAL
FORECAST / REGIONAL HOUSING NEEDS ASSESSMENT
DATE: NOVEMBER 17, 2006

This memorandum provides a brief recount of the recent round of subregional workshops held regarding SCAG's Integrated Regional Forecast and the Regional Housing Needs Assessment.

Background

SCAG is responsible for long-range forecasting related to various planning efforts, including the:

- Regional Transportation Plan (RTP)
- Environmental Impact Review (EIR)
- Compass Blueprint
- Regional Housing Needs Assessment (RHNA)

In years past these efforts may have shared forecast elements, but they were treated independently. This is most true for the RHNA process. While the RTP, EIR and Compass are aimed at the long-term time frame, the RHNA is intended for near-term planning. Long-range forecasting associated with transportation carries some aspirational elements. The RTP for example is centered on a forecast that describes an optimal future condition that includes implementation of policies and successful application of economic strategies. As a result, instances will exist where a localized forecast might be higher than a simple trend analysis might predict. Near-term planning on the other hand does not provide for the time needed to accommodate such policy and economic changes. Accordingly, near-term planning must be based more on current trends and existing potential. As a result, there can be a disparity within a given area when comparing the two forecast intervals. Some disparity is acceptable. However, radical differences could highlight problems with the forecasting or planning processes. When these forecasts were done separately, these anomalies may have gone unnoticed. With an integrated forecast, the region has the ability to use either the long-term or near-term forecast for an area as a reality check on the other. In essence, combining near and long term forecasting will result in a better, more accurate forecast for both time frames.

Subregional Workshops

The series of public workshops was developed as a mechanism for gathering input from SCAG's partner jurisdictions in regards to the Integrated Regional Forecast and the Regional Housing Needs Assessment portion of the regional forecast. Representatives from the cities, the councils of government, and the counties were all invited. All jurisdictions received an advance packet with the following information:

1. The public notice, including draft forecast and allocation methodologies
2. The draft jurisdictional forecasts for population, households, housing units and employees listed in five-year intervals
3. The workshop agenda
4. A memo describing the 2035 RTP Test Scenario – accompanied by jurisdictional maps showing both the test scenario and the general plan.
5. Subregional IGR project list
6. Subregional survey response
7. Subregional review of 2004 RTP/Compass land use
8. An assemblage of RHNA related tables

Participants at the workshop arranged themselves into small groups where they focused on maps including the 2035 Test Scenario and a simplified version of their general plans. The test scenario depicted one potential form that growth could take between 2005 and 2035. The expressed pattern was aimed at achieving a greater level of transportation and land use efficiency. Participants reviewed the scenario by making qualitative and quantitative comments ranging from general to specific. Numbered stickers were placed on the maps with accompanying matching numbers attached to a comment sheet where the input was recorded.

The input is being recorded electronically with digital maps being created so that the comments along with the related locations will be preserved for this and future reviews. The FCA team will then use the input to modify to the test scenario to better reflect local knowledge and conditions. The result will be a workshop scenario that will be made available for testing in the 2008 RTP.

Participants also used the workshops to examine their jurisdiction's near term housing capacity. Forms were provided that listed the AB2158 planning factors that affect housing capacity and suitability. Participants used the time to record input related to the applicable factors in their circumstance. Additionally, for location specific input, a map of the general plans for the subregion was provided. Similar to the 2035 input, participants placed matching stickers on the map and on the input sheet so that specific input could be tracked geographically. This information is currently being recorded digitally with GIS map layers being produced to accompany it. This information will be useful in examining how short term circumstances may affect the long-range forecast for individual jurisdictions, and can be used by SCAG as they review and allocate the State's required 2014 housing unit numbers.

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As the meetings were open to the public and officially noticed, participants also had the ability to record comments on the official record, either orally or in writing. Several people used this opportunity to make statements. These comments are currently being tallied.

Workshop Locations, Times and Attendance

With over 400 participants representing 157 cities and 6 counties within the Southern California region, the objectives of gathering feedback and local information were exceeded. In all, fifteen subregional workshops were held (one for each subregion, plus one additional workshop for Los Angeles County which covers eight subregions). Meetings lasted roughly four hours and were attended primarily by land use and transportation planners, along with elected and appointed officials. The table below describes the time and location of each workshop, along with a record of participation.

Subregion	# of Participants	Total Cities	Cities in attendance	Cities not in attendance	Counties in Attendan ce/ Other
<u>Western</u> <u>Riverside Council</u> <u>of Governments</u> Monday, October 30, 9:30 am - 1:30 pm 4080 Lemon Street, 1st floor Conf. Rm. 2A& 2B Riverside CA, 92501	19	14	8 Moreno Valley, Beaumont, Corona, Riverside, Hemet, Banning, Temecula, San Jacinto	6 Calimesa, Canyon Lake, Lake Elsinore, Norco, Perris, Murrieta	Riverside County
<u>San Gabriel</u> <u>Valley Council of</u> <u>Governments</u> Monday, October 30, 1:00 pm - 5:30 pm Garvey Community Center – FTTP Room 9108 Garvey Avenue Rosemead, CA	41	30	25 Claremont, Irwindale, Alhambra, Monrovia, Arcadia, Montebello, Diamond Bar, Rosemead, Azusa, Baldwin Park, Duarte, Monterey Park, Glendora, San Dimas, Pomona, South Pasadena, Covina, San Marino, Walnut, La Puente, La Verne, El Monte, Sierra Madre, Pasadena, San Gabriel	5 South El Monte, Temple City, West Covina, Bradbury, City of Industry	Los Angeles County

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<u>Coachella Valley Association of Governments</u> October 31, 9:30 am- 1:30 pm 73710 Fred Waring Drive Suite 119 Palm Desert	31	10	9 Indio, Coachella, La Quinta, Indian Wells, Blythe, Cathedral City, Palm Desert, Rancho Mirage, Palm Springs	1 Desert Hot Springs	1 Riverside County
<u>City of Los Angeles</u> Wednesday, November 1, 8:00am- 12:30pm 200 N. Spring St., Room 1035 Los Angeles, CA 90012	23	2	2 Los Angeles and San Fernando	0	2 Los Angeles County and Caltrans
<u>Imperial Valley Association of Governments</u> Wednesday, November 1, 2006 1:00pm- 5:30pm El Centro Chamber of Commerce Board Room 1095 S. 4 th Street El Centro, CA 92243	20	7	5 El Centro, Imperial, Brawley, Holtville, Calexico	2 Calipatria and Westmoreland	1 Imperial County
<u>Westside Cities Council of Governments</u> Friday, November 3, 2006 8:00 am-12:30 pm West Hollywood City Hall 1 st floor, EOC room 8300 Santa Monica Blvd, West Hollywood, CA 90069	20	4	4 Santa Monica, West Hollywood, Culver City, Beverly Hills	1	2 Los Angeles County and Los Angeles Metropolitan Transportation Authority
<u>Gateway Cities Council of Governments</u> Monday, November 6, 1:00 pm - 5:00 pm 16401 Paramount Blvd- 2nd floor Paramount, CA 90723	49	26	22 Commerce, South Gate, Long Beach, Lakewood, Bellflower, La Mirada, Downey, Bell Gardens, Montebello, Huntington Park, Signal Hill, Norwalk, La Habra Heights, Santa Fe Springs, Compton, Lynwood,	4 Cudahy, La Habra, Maywood, Vernon	2 Los Angeles County and League of Cities

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			Paramount, Whittier, Pico Rivera, Cerritos, Artesia, Hawaiian Gardens		
<u>Orange County Council of Governments</u> Tuesday, November 7, 8:00am- 5:30pm Huntington Beach City Hall 2000 Main Street Huntington Beach, CA 92648	66	34	32 Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, La Habra, Lake Forest, La Palma, Los Alamitos, Mission Viejo, New Port Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, Santa Ana, Seal Beach, Stanton, Tustin, Westminster, Yorba Linda	2 San Juan Capistrano and Villa Park	1 Orange County
<u>San Bernardino Associated Governments</u> Tuesday, November 7, 2006 1:00pm - 5:30 pm Super Chief Room 1170 W. Third Street San Bernardino, CA 92410	37	24	17 Colton, Montclair, Rialto, Adelanto, San Bernardino, Grand Terrace, Chino Hills, Hesperia, Chino, Yucaipa, Ontario, Big Bear Lake, Redlands, Rancho Cucamonga, Loma Linda, Highland, Fontana	7 Apple Valley, Barstow, Needles, Twentynine Palms, Upland, Victorville, Yucca Valley	5 Los Angeles, San Bernardino Counties, Hogle-Ireland Inc., HCD, Caltrans
<u>North Los Angeles County</u> Tuesday, November 7, 8:00am- 5:30pm City of Santa Clarita 23920 Valencia Blvd. Santa Clarita, CA 91355	9	3	3 Lancaster and Palmdale	0	3 Los Angeles County, The Signal Newspaper, CA FHWA
<u>Las Virgenes Malibu Council of Governments</u> Wednesday, November 8, 2006 1:00 pm Agoura Hills Civic Center 30001 Ladyface Court	10	5	4 Hidden Hills, Agoura Hills, Calabasas, West Lake Village	1 Malibu	2 Los Angeles County and Las Virgenes Municipal Water District

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Agoura Hills, CA 91301					
<u>South Bay Cities Council of Governments</u> Thursday, November 9, 2006 8:00am- 12:30pm Carson Community Center 701 E Carson St Carson, CA 90745	24	15	13 El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills Estates, Torrance	2 Carson and Rolling Hills	2 Los Angeles County and Caltrans
<u>Ventura Council of Governments</u> Thursday, November 9, 2006 1:00pm- 5:30pm Camarillo City Hall 601 Carmen Drive Camarillo, CA 93010	26	10	10 Camarillo, Simi Valley, Santa Paula, Ojai, Thousand Oaks, Port Hueneme, Fillmore, Ventura, Oxnard, Moorpark	0	2 Advocates for Civic Justice, Caltrans
<u>Arroyo Verdugo Council of Governments</u> Monday, November 13, 2006 1:00pm- 5:00pm Buena Vista Library 275 E. Olive Avenue Burbank, CA 91510	37	3	3 Glendale, Burbank, La Canada Flintridge,	0	3 Los Angeles County, Bob Hope Airport, Burbank Chamber of Commerce,
<u>County of Los Angeles</u> Tuesday, November 14, 1:00pm- 5:00pm SCAG Headquarters 818 West 7 th Street Los Angeles, CA	7		LA County		

What we heard

All the written and mapped input is being recorded digitally and will be presented to the CEHD committee at its December 14th meeting. Following is an assemblage of observations from the workshop team that is intended to convey some of the common themes and directions that were observed during the workshops.

General Observations

- The meetings generated great dialogue and input to the forecasts for both the 2035 RTP and the RHNA.
- Participants were engaged. Several specifically mentioned their appreciation of the transparency that SCAG was applying to forecast the process.
- Those who participated must be kept in the loop as the process moves forward.
- As expected, there was also a significant amount of inconsistency presented. In some cases the long-term forecast was pronounced logical, but the short-term gave cities pause. In other cases, both forecasts were too high.
- The team expects when tallied, results will show a general desire, based on land use, to decrease projections. In some cases, the mapped input may show a development pattern with less growth than the jurisdiction currently expects and/or desires.
- Many cities had a difficult time contemplating the land use pattern that would accommodate the forecast. This was true even within subregions that thought the overall forecast number was reasonable.
- The sub-regions are all expecting significant growth and are particularly concerned with this growth in the near term (including related to the RHNA forecast).
- Cities which already have urban and high density development types are most open to increasing mixed-use and higher density. This is especially true for existing transit corridors.
- Cities which are primarily single-family now are looking toward more intense single-family development. However, they may not have the desire (or demand) for urban-style mixed-use projects yet.
- Some cities are finding it challenging to look forward to 2035, and are instead focused on more immediate planning targets.
- A key issue is not only creating a numerical jobs/housing balance, but ensuring that the housing is affordable for the people that work in the area.
- There may have been some confusion during previous forecast discussions. Some cities provided input to SCAG based on the city boundary and others prepared their input based on their sphere of influence. However, the 2014 and 2035 citywide distributions are all based on 2005 city boundaries. This resulted in higher than expected densities in those cities who gave forecast numbers based on their sphere of influence. And, as a result, likely a lower share of growth to unincorporated areas than is expected.

Observations by subregion:

Arroyo Verdugo Cities

Participants stated that the forecast is pretty close in terms of housing and jobs overall. However, the location of jobs was spread out in a pattern that was not reflective of future local plans. For example, in one city a major employer was already underway in developing a campus that would eventually accommodate 7,000 new jobs. The TAZ level forecast for the area where this projected is taking place had only 600 jobs forecasted.

City of Los Angeles

There was a significant degree of participation from local planning staff. Participants were concerned about integrating their local area plans such as City of Hollywood with the scenario and making TAZ breakdowns consistent. Overall they felt comfortable with the scenario growth distribution utilizing building types but did have specific comments by location for specific types of development such as mixed use corridors and transit oriented development. The input was recorded on the maps and input sheets.

Coachella Valley Association of Governments

There is concern that the subregion's cities are all rapidly growing and that this new trend might not be integrated into the forecast. The City of Palm Desert for example, recently passed large-scale housing development with some mixed-use commercial component in an area that the scenario did not allocate new growth; they wanted this adjusted to reflect existing development plans and current planning – notations were made on the maps. This specific development calls for 20,000 units in an area the scenario had relatively protected from new growth.

The team was told to focus development along I-10 to a greater degree. One table stated that the cities are not seeking the higher density mixed-use developments that are highlighted by the Compass Blueprint. However, participants were interested in bus transport for area employees and concerned why there was no new public transportation investments noted for their region; they believe there is a population that would support bus transit.

Gateway Cities Council of Governments

Concern was expressed about the forecast methodology. Specifically, participants displayed some consternation with the RHNA and their concerns that the subregion will unfairly receive more than a fair share of affordable housing. The vast majority of the subregion has already been developed. Growth in this subregion will be primarily through infill. There is some anti-growth feeling among their constituents that makes it difficult for the cities to realize some of the higher density projects that that could be market supported. Several said that in the long-term they could see the forecast realized. The test scenario, in that regard made some sense. Several participants however, did not feel that there would be any significant change in the next decade.

Imperial Valley Association of Governments

In general, the area is growing quickly and the cities see each of the surrounding cities growing together through annexation of county land. Cities are seeing higher density products than in the

past, though overall densities are still relatively low. The test scenario appeared to some to not contain enough of the more conventional single-family subdivisions and auto-oriented commercial land uses. In fact, the majority of new development is single-family homes. Participants felt that the forecast numbers were not reflective of current city limits, but rather of potential future annexed land. It appears that during forecast discussions some cities reported to SCAG their expectations for their current city limits, while others provided their estimate of what the city might look like in 2035, including lands that are within their spheres of influence.

Las Virgenes Malibu Council of Governments

The concern in this subregion was not so much with the overall forecast numbers, which seemed to follow trends to some degree, but with where the jobs and households were placed on the map. Most importantly the low density housing in the hills appeared inappropriate.

North Los Angeles County

Participants in this subregion wanted the test scenario for the RTP to mimick the general plans of the member cities rather than attempting to envision a more transportation efficient future. The higher-density development of the test scenario was described as being out of scale for the area. Most significantly, unlike the potential growth pattern presented, the subregion is currently receiving many development applications for auto-oriented residential development.

Orange County Council of Governments

Most of the cities in this subregion did not agree with the SCAG forecast and indicated that they had worked closely on the OCP forecast for both jobs and households and were in full agreement with it. Cities did not think that the allocations reflected the work they put into the OCP forecast which they believe more accurately reflected their growth preferences and general plans. Participants were however interested in further discussions and hinted that they would indeed accept changes to the forecast that they feel would be reasonable.

San Bernardino Association of Governments

Participants from the SANBAG jurisdictions brought with them a critical focus on transportation and the linkage between the test scenario and infrastructure plans. The forecast process seemed well accepted. Participant made detailed notations on the maps regarding location of growth and densities. Jobs housing balance was an important element in several of the comments heard by the team. SANBAG made a very strong commitment to detailed review of the maps. In fact, after the four hour session, they decided to retain the maps for one week, allowing them to meet one more time to go over the detailed information.

South Bay Cities Council of Governments

“We’re built out” was a common theme applied mostly to housing during the meeting in Carson. One city expressed concern about preserving the historic character of their city and not replacing it with high rise condos. Other cities expressed that they while they could accommodate more housing easily through redevelopment, the political climate was very cold on the idea. Several housing plans had been in the works within the 2% areas but failed to meet approval because of

political or community objections. The concern about their ability to provide housing applied to both the near and long term components of the forecast.

Ventura Council of Governments

The overall forecast for the County seemed in line with expectations. However, at the city level, it was hard to find locations for the amount of growth expected. Some cities were expecting to annex county lands in their accommodation of the forecast. The majority of time was spent using the tools provided to assist SCAG with a better distribution of growth by development type.

Western Riverside Council of Governments

One of the primary issues presented by participants was the housing rich nature of their jurisdictions. In attempt to reach a more beneficial jobs/housing ratio several stated that their housing allocation should be lowered. This was especially true in discussions about the short-term forecast as it relates to the RHNA. Participants discussed the rapid growth in suburban style housing that they are experiencing. In that light, many did not think that the subregion could attain the higher densities that are present in the 2035 Test Scenario.

Westside Cities Council of Governments

At least one city was concerned that SCAG forecast's of growth will exceed their city's ability to accommodate new households and jobs through redevelopment. Participants stated that they are "built out" and that there is not enough land available for new development of that scale. There was frustration that some of the wealthier cities, such as Beverly Hills and Santa Monica did not receive as much growth as other, less wealthy cities. It did not seem to matter that these cities were home to new transportation investments such as rail alignments. There was deep concern about traffic congestion and the lack of public transportation investments in the community. One table stated that additional forecasted growth will further compound traffic problems. Participants did agree with the general geographic placements of the building development types and liked the addition of mixed use town centers in two strategic areas. They think the 2 % growth areas are too large and should be refined to key areas. West Hollywood plans to take the forecast issue up with SCAG.

Participants did agree with the general geographic placements of the building development types and liked the addition of mixed use town centers in strategic areas. General direction to focus development along arterials and rapid bus routes was popular. In the long-term forecast, redevelopment and infill appears more viable than during the next several years. There was also a discussion about new urban uses in Culver City to help achieve a better jobs/housing balance.

Next Steps

Using the input from the workshops SCAG will develop a “Workshop Scenario”. Ultimately this scenario will be provided to the transportation planning team and included as one of several for modeling as part of the RTP process. The workshop input will also play a critical role in assisting SCAG with the development of the first draft distribution for RHNA

Comments and input regarding the long-term forecast, as related to the Regional Transportation Plan will be taken throughout the planning process. However, for input to be added to the input from these workshops and used during December to develop the first draft of the workshop scenario, it must be received by November 30th.

Input regarding the Regional Housing Needs Assessment and the AB 2148 planning factors will also be accepted outside of the workshop environment. SCAG will develop the first draft of city distributions for housing units during December. For input to be considered in this draft it must be submitted by November 30th.

Input for either the 2035 RTP or RHNA should be sent to:

Ma'Ayn Johnson
Southern California Association of Governments
818 West 7th St.
Twelfth Floor
Los Angeles, CA 90017